 **LSF Australia |45th Jerilderie**

**Sat 8th - Mon 10th June 2024**

**INFORMATION FOR PILOTS**

**MAAA/FAI License Checks**

All pilots must hold a current MAAA/FAI licence. The Committee will check your status on the MAAA database prior to the event.

**Jerilderie No Fly Zone**

A No Fly zone applies. It broadly precludes flying towards the town any further than the racecourse boundary. A map with more detail will be on display at the CDs tent. The map is also included on the last page of this information.

If a pilot loses effective control of their model and the model is being blown towards the town, the pilot is to bring the model to the ground before the model leaves the racecourse precinct even if this means deliberately crashing the model.

Report to the CD immediately if a model crashes outside the racecourse, causes property damage or causes personal injury.

**Fire Safety**

On field charging of motor batteries can start a fire. Pilots are to take precautions to minimise the risk of a fire starting. Bring a fire extinguisher if you have one, and take note of the location of the LSF fire extinguishers in and around the CD tent.

**Test Flying**

Test flying prior to Friday 7th June is subject to a 400’ ceiling. Test flying on Saturday, Sunday and Monday is allowed only after the pilot’s vehicle has been removed from the field.

**Augmented Stability Systems**

The use of Augmented Stability Systems (gyros etc,) is specifically banned for all model classes. The control surfaces must be controlled exclusively by the pilot from the ground.

**Frequency Board**

Will be used if needed.

**No On-field Catering**

Please make your own catering arrangements.

**ORGANISATION**

**Tournament/Competition Directors**

Tournament Director: Nick Chabrel

Competition Director: Robert Gunn

**Sound System**

All announcements will be broadcast on the FM frequency band.

The LSF will provide some radio/speaker sets along the flight line.

Entrants are encouraged to bring their own FM radio/speaker sets.

**Start and End of Working Time**

Start and end of working time will be indicated by an audible signal generated by Gliderscore, and will be visible on a clock near the CD tent.

The start of the audible signal indicates the start time. The start of another audible signal indicates the end of working time.

Flight times in progress must cease at the end of working time.

F5J and Open Thermal: no landing points if still flying at the end of working time.

**Timing the end of the flight**

Timing ends when the **first** of these events occurs.

* the model aircraft first touches the ground; or
* the model aircraft first touches any object in contact with the ground. Parts of launching devices (towlines) extending away from the ground shall not be interpreted as objects in contact with the ground; or
* F5J and Open Thermal: completion of the group's working time.

For all classes, record the time in minutes and seconds (discard decimals).

**Score Data Entry**

Score data entry for all events will be by smart phone using the GliderScore eScoring system. To avoid confusion between the two classes being flown, the smartphone eScoring screen will indicate the class that applies for each scoring (web) page.

Please bring a smart phone with QR code scanning ability.

It is possible to use one phone for all team members or for several pilots to share a phone.

**Flight Line**

There will be one flight line. The CD’s tent will be in the middle. A digital display clock will be near the CDs tent.

Team pit areas will be allocated in information provided in the week prior to the event, and depending on entries may be as narrow as 6 metres wide by approximately 20 metres deep. The use of sun shelters is allowed but must fit within the confines of your team pit area.

**COMPETITIONS**

**All Competitions**

Pilots will be in teams. The organiser will place you in a team if you do not arrange that yourself. It is not permitted to have 2 F5J WC Team Aspirants in the same team.

Each team can enter a maximum of three pilots in each glider class. Your team for F5J does not have to be the same for Open Thermal.

There will be three to four heats per round depending on entries. Each class flies their heats followed by the next class and so on. Rules for all classes are available on the LSF Australia website resources page (<http://www.lsfaustralia.org.au/resources.html>)

Fly-offs for F5J may be held depending on a range of factors. This will be determined on or before Friday 7th June.

**Grand Champion Award**

The Grand Champion will be the pilot with the best aggregate ‘normalised’ score from the Open Thermal and F5J competitions. The Grand Champion receives a perpetual trophy.

**Other Awards**

**Place getters in each class**: receive a trophy and a modest prize.

**Best Team:** trophy presented to the team with the highest aggregate ‘normalised’ score for the two events.

**Perfect Flight:** trophy presented to the pilot with the greatest number of perfect flights. For F5J a perfect flight is taken to be 9:59 + 1m landing. If there is a tie then the award will be shared.

**Best Landings Award:** awarded to the pilot with the highest total of landing points across both classes. If there is a tie, the pilot with the highest ‘worst’ landing wins. If this still does not break the tie, the award will be shared.

**F5J Team Selection**

AEFA is managing the selection trials on behalf of the MAAA to select the Australian team for the 2025 F5J World Championships. To be considered for the team, pilots need to nominate as an Aspirant and pay a $50 nomination fee at one of the three selection events. The Aspirants in each event will have their event scores normalised against each other aspirant for evaluation purposes, excluding any flyoffs. Two of the three trial events will be considered.

**LOCAL RULES**

**F5J Competition**

* Motor restart is allowed but results in a zero score. This score is droppable. The Committee recommends to all pilots to activate this feature to minimise outlandings.
* After launch, pilots must fly forward for at least 3 full seconds before turning. Gliderscore makes a sound at the 3 second mark.  
   Safety penalty of 100 points for a breach of this rule.

**No-fly Zone**

Pilots who enter the no-fly zone must act immediately to leave it.  
1st offence: a warning will be given by the CD or his delegate and recorded on a master list.

2nd offence: a 200 point safety penalty deducted from the final score.

3rd offence: loss of flight points AND a 1000 point safety penalty.

4th offence: may be disqualified from all events and not be allowed to fly again.

**Your helper must be aware of this rule. See map of no-fly zone on last page**.

**Compliance with this is mandatory as it is a key part of our CASA Area Approval**.

**Winch Batteries**

Spiral wound winch batteries that comply with the 625mm w+l+h rule are allowed. Reason: It is possible to purchase a complying (w+l+h) flat plate lead acid battery that exceeds the specifications of the best complying spiral wound battery.

**Draw**

The draw for all classes is on a team basis. Pilots must be part of a team comprising a minimum of two flying members. No more than three team members can fly in each of the glider classes. The composition of your team can be different for the two classes. The organisers will assist pilots seeking other team members. Lane and Pit locations will be allocated on a team basis and space will be at a premium. Please closely follow the instructions that will be provided with the draw prior to the event.

**OVERSEAS COMPETITORS**

Members of an overseas model aeronautical body officially recognised by the FAI, who are temporarily in Australia, shall, on application, be admitted as MAAA Honorary Members during their stay in Australia. This status has to be recorded by the MAAA before the event starts in order to qualify for Third Party Public Liability insurance cover and is only available to bona fide visitors for limited periods. LSF Australia will liaise with the MAAA on behalf of any overseas competitors.

**Map of the no-fly zone**

